

exposed to the drive of the bitter cold of the upper air.

"Almost inconceivable are her pluck, self-control and mechanical mastery of the machine, with which she had but a week or two of practice."

CURTIS DID NOT TAKE GIRL'S PROPOSITION SERIOUSLY.

Miss Law had asked the Curtiss people for a different and bigger machine. Mr. Curtiss refused the request, because he did not think the large plane could be handled by a woman and, anyway, did not take Miss Law's project nearly as seriously as she did herself. The machine she used is of exactly the same type as that used by Curtiss in winning The World's prize for a flight from Albany to New York City and return in one day, which was considered considerable of a feat in those days.

The best previous record for non-stop cross-country flight in America was that made by Carlstrom on Nov. 1.

The successful landing of Miss Law on Governor's Island ended the most dramatic flying feat this country has seen. The young woman had not been known as a practical aviator, but was regarded as a "stunt" performer, dropping from vast heights in parachutes, looping the loop and spiraling in aeroplanes for the movies, like her spectacular brother, Rodman. She has, indeed, been spoken of in disparaging comparison with him as "Little Sister to the Nut."

But she graduated into full fledged aviation supremacy by a clean cut exhibition of headwork, nerve and sturdy endurance which has completely taken her out of the freak exhibitor class.

With a lively hope that favoring winds might enable her to reach New York from Chicago between daylight and dusk yesterday, even though she knew she had not enough gasoline to feed her engine more than 600 of the 900 miles, Miss Law left Chicago bundled in two woollen and two leather flying suits and a be-goggled knitted helmet of wool.

HER START DELAYED TWO HOURS BY A LAKE GALE.

She had intended to start two hours earlier. A gale was blowing across Grant Park from Lake Michigan, and, according to Miss Law, her engine was too cold to start. From Chicago, however, comes the report that the young aviatrice's husband and manager, William Oliver, and his two mechanics and James S. Stephens, Vice-President of the Aero Club of Illinois, were not at all eager to help

her get under way, because of the dangerous weather conditions.

Miss Law's machine went out of sight into the muck hanging over the city at a height of only 200 feet, rocked rudely by the winds as she headed for the Indiana line. Until word reached New York that Miss Law had really started, aviation enthusiasts throughout the country had regarded skeptically her declaration of her intention to beat the record of Aviator Carlstrom, made in his recently attempted Chicago-New York non-stop trip. There was only mild interest at the Aero Club here.

But as reports along her route showed the plucky young woman was really doing something to compare with the feat of Carlstrom, though his machine was the very latest product of the Curtiss factories, especially tuned for its task, enthusiasm woke.

Carlstrom's non-stop effort had ended at Erie, Pa., 452 miles from Chicago. Word was flashed here at noon that Miss Law had passed Erie. The Aero club rooms and the hangars at Governor's Island and on Long Island soon filled with aviators and aero enthusiasts, eager for more bulletins of the progress of the woman who had never before flown more than twenty-five miles at a stretch.

GLIDES TWO MILES WITHOUT GAS FROM 2,000 FEET HEIGHT.

The systematic preparedness which Miss Law had mingled with her brave optimism had its reward when she was able to get an immediate supply of gasoline at Hornell, N. Y., race track. She had calculated that her gas would carry her at least so far, even though the winds disappointed her.

So close was her figuring that she had to glide without gas two miles from her elevation of more than 2,000 feet.

The machine had been equipped with an 18-gallon tank. During the last week in which Miss Law has been living in a tent on the roof of the Morrison Hotel in Chicago to harbor herself for the flight, her mechanics built an extra tank for the machine which increased its gasoline capacity to 24 gallons.

Notwithstanding her protection against cold, Miss Law was fairly benumbed when her machine stopped on the turf of the Hornell race track. She was lifted out of her seat and hurried to a hotel for hot coffee and a sandwich while her machine was fed and oiled.

She left Hornell, barely escaping a wreck in the trees of a high hill which made it necessary to rise 600 feet within a quarter of a mile at 3:24 yesterday afternoon.

CONFIDENTLY EXPECTED TO REACH NEW YORK BY NIGHT.

In her original plans Miss Law had figured that by starting at 6 o'clock, New York time, she could make Gov-

RUTH LAW'S RECORD FLIGHT COMPARED WITH VICTOR CARLSTROM'S.

In breaking the American non-stop, cross-country flight record yesterday, Ruth Law made the following distances in the time noted:

Time	Miles
Left Chicago..... 8:25 A. M.	
Arr. Hornell, N. Y. 2:10 P. M.	500
Left Hornell..... 3:49 P. M.	
Arr. Binghamton..... 4:45 P. M.	90
Left Binghamton..... 7:23 A. M.	
Arr. Governor's Isl. 9:37 A. M.	217

Actual flying time, 8h. 55m. 30s. 897
Victor Carlstrom made the following time:

Time	Miles
Left Chicago..... 8:09 A. M.	
Arr. Erie..... 11:27 A. M.	452
Left Erie..... 2:34 P. M.	
Arr. Hammond, Ind. 4:24 P. M.	200
Left Hammond..... 6:35 A. M.	
Arr. Governor's Isl. 8:56 A. M.	315

Flight time..... 8h. 28m. 967

ernor's Island before dark, even though she had to alight at Hornell. An hour after leaving Hornell Miss Law found it was growing so dark that she was unable to see her compass and made up her mind it was better to give up the effort for a single day trip than to run the risk of getting lost in the dark and wrecking her machine.

She took the great Kilmer stock farm, which is well within the residential section of Binghamton, for a night's quarters. The Kilmer place, owned by the Kilmer family, is a fine estate with fine grounds and descended in it.

The streets of Binghamton were filled with people watching the skies before Miss Law's machine appeared as a streak in the glow of the sunset. Word had spread all along the latter half of the 900 miles of her course of what she was doing and every place was full of eager curiosity.

Samuel H. Dailey, head of the local lighting company, won in a pulling and hauling contest of Binghamton's wealthy citizens for the honor of entertaining Miss Law for the night.

All Binghamton was up early to see the start to-day and the roads about and inside the Kilmer place were lined with automobiles at dawn.

Had Miss Law elected to risk the trip from Hornell to Governor's Island by night preparations had been made to minimize the danger of her lagging. Big pans of gasoline had been set out along the sea wall for a hundred yards in the direction of Major Hartman's house.

These were lighted in rapid succession, making a flare which illuminated the aviation field like daylight and made it necessary to rise 600 miles to one coming from the clouds.

RUTH LAW'S OWN STORY OF HER AERO FLIGHT FROM CHICAGO

(Continued from First Page.)

from there straight down the Hudson. It was hazy all the way.

"No, I wasn't cold on the flight, for I had prepared against the elements. I knew what to expect and was dressed for it. I wore a complete sammy, shammy, sammy shirt—oh, you know what I mean?"—and she laughed like a real woman, not a bird—"chamois suit, I mean," she finally stammered.

"I had a leather helmet, with wool inside of it, a chamois mask and big goggles, a chamois coat, with wool inside of it and more wool, bockskin pan-trowsers, I suppose, leggings and my shoes covered with woolen socks."

KNOW WHERE SHE WAS ALL OF THE TIME.

"It was fine all the way. I prefer sitting on the unprotected chair instead of being cooped up inside, where the wings and stanchions would interfere with my vision. I had a clear, unobstructed view of everything and everything going on around me."

"I could see everything, but through the fog. I mapped out my own route and had my map with me, and my bearings in the inside of one of my leather gloves. I knew pretty well where I was all the time. The trip I financed myself. It was a vacation for me."

"I wanted always to fly across the country and made up my mind to try for the sunrise to sunset flight from Chicago to Governor's Island. I'll make it yet, too, if I can get what I want."

"My reception at Governor's Island was delightful. Major Hartman and his wife were dead to me. Hartman gave me breakfast and both congratulated me so sincerely. I had a nice talk with Gen. Wood. It was the first time I had met him, but he congratulated me when I got out of the machine and later in the Hartman house."

"He said I had made the most wonderful achievement ever made by a woman, if not in the world. And Mr. Woodhouse, Mr. Wendell and Mr. Post of the Aero Club told me what I already knew—that I had beaten the American record of man or woman for a non-stop flight."

"Of course I'm proud of what I've done. And—well, I'm a woman."

"Painted in big red letters on top of her tiny aeroplane is the name, 'Ruth Law.' She must have wanted the angels to know that a woman was flying up near them, for the name couldn't be seen by the inhabitants of the earth."

President Wilson to See Army and Navy Game Here Next Saturday.

WASHINGTON, Nov. 20.—President Wilson will attend the Army-Navy football game in New York next Saturday, unless pressing public business interferes. He will sit in the Army side of the field during one half and on the Navy side during the other.

President Invited to Speak at Bar Association Here.

WASHINGTON, Nov. 20.—Morgan J. O'Brien, President of the New York Bar Association, invited President Wilson to speak before a meeting of that organization in New York City Jan. 12. The President took the invitation under advisement.

\$20,000 BI-PLANE, FITTED LIKE YACHT, GIVEN TRIAL SPIN

Five-Passenger Air Craft, Reported Built for H. P. Whitney, Performs Well.

A five-passenger biplane, with an equipment comparable to that of the finest yacht, had its trial trip to-day at Port Washington.

David H. McCulloch and Lawrence B. Sperry, inventor of the gyroscopic stabilizer, with which the machine is equipped, took the big car out of the Davidson aviation school hangars and soared away down the Manhasset Bay to the Sound, going to Hell Gate and return, cutting many sharp circles and subjecting it to severe climbing tests at intervals. They reported there was no hitch in its performance.

The yacht-aeroplane is called the "Super-America" and was built by the Curtiss Company for the American Trans-Oceanic Company, which Rodman Wanamaker organized with the object of building a machine to cross the Atlantic. The Super-America, however, has sacrificed radius of comfort and lifting power. The seats are upholstered with plucking. The cockpit is finished in mahogany. There is provision for a heavy awning over the cabin. The wing spread is seventy-six feet and the fore and aft length fifty-four feet.

Two 190 horsepower motors drive the propellers and the tanks carry enough gasoline to keep the machine in the air ten hours. As it has a speed of sixty miles an hour its non-stop flight radius is about 600 miles. The stabilizer relieves the aviator of many of the details of operation.

It is reported in Port Washington that the machine was built to the order of Harry Payne Whitney, but Mr. McCulloch refused to say for whom he was grooming it. He announced he intended to take a party of friends to the Yale Bowl at New Haven Saturday for the football game between Yale and Harvard, and said that in December a number of New York sportsmen intended to fly to Palm Beach in the machine.

The estimated cost of the machine is \$20,000 and about the Port Washington aerodrome it is described as "an experiment in introducing a new sporting element into the life of the community."

Steel Common at 129; 150 Soon Say Brokers

Earnings Reported to Be \$100 a Share on Stock That Represented Only Water at First.

In a day of enormous trading on the Stock Exchange, United States Steel and many other industrial stocks went to new high records. Steel common rose three points to 129 and brokers proclaimed it on the way to 150.

When the Steel Trust was formed this stock represented nothing but water in the capitalization, but so profitable is the steel business at present that prices that earnings are reported to be \$100 per share on the common.

All kinds of stocks started up and down to-day, closing off in Chicago rose five cents to \$18.25 per bushel. Cotton in New York advanced steadily. Futures for March and May deliveries went above 21 cents per pound.

Cotton Advance Causes Suspension of Manchester Exchange.

LONDON, Nov. 20.—Increase of half penny in American cotton and of three pence on the Egyptian staples caused temporary suspension to-day of the Manchester Exchange.

December Wheat Advances to \$1.82 1/2 at Chicago.

CHICAGO, Nov. 20.—December wheat advanced 5 cents to \$1.82 1/2 to-day. May, 4 1/2 cents to \$1.85 1/2, and July, 4 1/2 cents to \$1.85 1/2. Heavy demand and higher foreign cables were assigned as reasons.

WINNERS AT BOWIE.

FIRST RACE—(Selling) maiden two-year-olds, (five and a half furlongs)—124 Garrison, 101 (Koppelman), straight \$23, place \$12.30, show \$8.10, won. Metcalf, 108 (McAtee), place \$2.50, show \$1.70, second. O'Brien, 106 (Robinson), show \$6.40, third. Time, 1:07 1/2. Hal Columbia, Grand Jury, Moonlighter, Pathadee, Lady Clinton, St. Hudson, Jennifer, Metcalf and Chelsea also ran.

SECOND RACE—(Selling) George Jones, 102 (Selling), 88 (Selling), 112 (Selling), straight \$3.00, place \$2.00, show \$2.20, first. American record of man or woman for a non-stop flight.

THIRD RACE—(Selling) 114 (Selling), 114 (Selling), 114 (Selling), straight \$3.00, place \$2.00, show \$2.20, first. Time, 1:14. Killa, Seagull, Joanna II. also ran.

CHICAGO WHEAT AND CORN MARKET.

WHEAT
Chicago, Dec. 1916, 129 1/2, 130 1/2, 131 1/2, 132 1/2, 133 1/2, 134 1/2, 135 1/2, 136 1/2, 137 1/2, 138 1/2, 139 1/2, 140 1/2, 141 1/2, 142 1/2, 143 1/2, 144 1/2, 145 1/2, 146 1/2, 147 1/2, 148 1/2, 149 1/2, 150 1/2, 151 1/2, 152 1/2, 153 1/2, 154 1/2, 155 1/2, 156 1/2, 157 1/2, 158 1/2, 159 1/2, 160 1/2, 161 1/2, 162 1/2, 163 1/2, 164 1/2, 165 1/2, 166 1/2, 167 1/2, 168 1/2, 169 1/2, 170 1/2, 171 1/2, 172 1/2, 173 1/2, 174 1/2, 175 1/2, 176 1/2, 177 1/2, 178 1/2, 179 1/2, 180 1/2, 181 1/2, 182 1/2, 183 1/2, 184 1/2, 185 1/2, 186 1/2, 187 1/2, 188 1/2, 189 1/2, 190 1/2, 191 1/2, 192 1/2, 193 1/2, 194 1/2, 195 1/2, 196 1/2, 197 1/2, 198 1/2, 199 1/2, 200 1/2, 201 1/2, 202 1/2, 203 1/2, 204 1/2, 205 1/2, 206 1/2, 207 1/2, 208 1/2, 209 1/2, 210 1/2, 211 1/2, 212 1/2, 213 1/2, 214 1/2, 215 1/2, 216 1/2, 217 1/2, 218 1/2, 219 1/2, 220 1/2, 221 1/2, 222 1/2, 223 1/2, 224 1/2, 225 1/2, 226 1/2, 227 1/2, 228 1/2, 229 1/2, 230 1/2, 231 1/2, 232 1/2, 233 1/2, 234 1/2, 235 1/2, 236 1/2, 237 1/2, 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